

## SPECIFICATIONS

## Marmon "Thirty-Two"

**Frame**—Pressed Steel. . . . .  
**Seating Capacity**—Touring car, Suburban, four; Roadster, two.  
**Motor**—Water cooled, four-cylinder, vertical, cast in pairs with valves on opposite sides. Bore 4 1/2 inches; stroke 5 inches.  
**Horsepower**—32-40.  
**Oiling**—Marmon system of automatic forced lubrication in motor, delivering oil through the hollow crank shaft directly into the main bearings, connecting rod bearings and piston pin bearings. Oil thrown off by movement of crankshaft lubricates the walls of the cylinders, the cam shaft and gears, valve tappets, etc. Oil pressure is regulated with an adjustable relief valve, placed conveniently outside the crank case. Oil returns to the reservoir below the sweep of the crankshaft, passing through a screen, and is used over and over. Oil consumption, friction and wear reduced to the minimum.  
**Ignition**—High tension magneto and battery, dual system, one set of plugs over intake valves and single coil on dash.  
**Transmission**—Selective type sliding gear arranged very compactly in a dust-proof, oil-tight case adjoining differential housing on rear axle. Three speeds forward and reverse. Special steel and mounted in large imported ball bearings. Operation with one slide lever working in H slot. The gear may be removed through the rear of the axle. Very accessible.  
**Clutch**—Asbestos fabric faced cone clutch with relieving springs under the fabric. Easy of access and easily removed.  
**Drive**—Bevel gear, straight line shaft drive.  
**Rear Axle**—Semi-floating type. Bevel gear differential removable through axle housing directly from the rear. Very accessible. Wheels run on the axle tubes driven by the floating axle shafts within, bolted to the outer end of wheel hubs.  
**Front Axle**—Forged steel section. Weight carried by ball thrust bearings. Conical roller wheel bearings. Yokes and steering arms steel forgings, annealed. Close connection back of axle.  
**Brakes**—The two steel brake shoes 14 inches diameter by 2 inches face in each rear wheel placed side by side, faced with asbestos fabric, operated through equalizers. Improved screw and segment adjustment conveniently placed. Pressed steel brake drums, dust-proof. Very effective and durable. Easy of access.  
**Wheelbase**—120 inches. **Tread**—54 1/2 inches.  
**Clearance**—Ten inches.  
**Wheels**—34-inch wood artillery. Option, 32-inch.  
**Rims**—Quick detachable.

**Tires**—34 x 4 front and rear, Diamond or Goodrich, Option, 32 x 4.  
**Steering Gear**—Irreversible, screw and nut construction in which one adjusting nut takes up all play. 15-inch steering wheel with solid spider and grip. Column large diameter.  
**Control**—Spark and throttle levers on steering wheel, held where set by friction instead of the common ratchet sector. Foot accelerator. Left foot pedal operates the clutch; right foot pedal one set of brakes; outside hand lever the other set of brakes.  
**Carburettor**—Automatic float feed.  
**Gasoline Tank**—Capacity 17 gallons. Tank under front seat, filled under left cushion; gravity feed. (In rear of the seat on the roadster.)  
**Fenders**—Sheet steel with metal shields between fenders and body, front and rear; side shields back of running boards. Neat fitting mud pan, easily removed. Cast aluminum running boards.  
**Spring**—Rear, full elliptic 40 x 2 inches; front, semi-elliptic 35 x 2 inches.  
**Radiator**—Cellular, of popular design, mounted on a trunnion and with belt driven adjustable fan behind it.  
**Body**—Cast aluminum with sheet metal seat backs.  
**Hood**—Regulation hinged bonnet of sheet metal, having center panel on top bolted to radiator and dash.  
**Finish**—All Models—blue-black bodies with gray stripe running gears in gray with black stripe. Special colors \$25 extra and additional time required.  
**Upholstering**—Best of genuine black leather; coil spring backs, spring edge cushions, best of white curled hair, leather welts and binding. Workmanship A-1. Tufted upholstery standard.  
**Tools**—An assortment of tools neatly arranged in metal box on left step of touring cars and put up in folding case for roadsters.  
**Weight**—2,500 pounds.  
**Equipment**—Two eight-inch gas lamps; Prest-O-Lite "B" gas tank; two dash oil brass finish; horn with flexible latest design black enamel and lamps and one tail light (flange tube and bulb); coat rack; foot rest; assortment of tools, oiler, Jack, tire repair kit and pump. Diamond or Goodrich quick detachable tires, 34 x 4 front and rear, plain tread; Q. D. rims, 32 x 4 optional.  
**NOTE**—Any changes involving a change in rims or wheel diameters different from the above will entail an extra charge. Any changes or addition to standard equipment as above will be charged extra.  
**PRICE**—Touring Car, Suburban and Roadster, \$3,140 delivered.

## THE MARMON CAR

## "The Easiest Riding Auto in the World"

ONE OF THESE FAMOUS MEDIUM-PRICED MACHINES JUST RECEIVED AND NOW ON EXHIBITION AT THE ROYAL HAWAIIAN GARAGE.

THE 1911 MARMON MODELS WITH THEIR LINES OF SIMPLE, CLASSIC BEAUTY, AND MINUTE REFINEMENT OF DESIGN, HAVE PROVED A REVELATION, NOTWITHSTANDING THE FACT THAT THE PUBLIC HAD COME TO EXPECT IN THE MARMON THE VERY BEST THAT CAN BE PRODUCED IN HIGH CLASS MOTOR CARS. THE WHEEL-BASE HAS BEEN LENGTHENED TO 120 INCHES, ADDING NOT ONLY TO THE BEAUTY OF THE CAR, BUT TO ITS ROOMINESS AND EASY-RIDING QUALITIES. THE CARS NOW HERE ARE OF THE CLOSED FRONT BODY TYPE, ALTHOUGH THE OPEN FRONT FIVE-PASSENGER BODY WILL BE FURNISHED TO THOSE WHO MAY PREFER THAT STYLE.

THE SAME SILENT, POWERFUL MOTOR THAT HAS CARRIED THE MARMON FAME AROUND THE WORLD IS USED.

THE MARMON IS THE RATIONAL, LOGICAL CAR, MODERATE IN SIZE AND CAPACITY, LIGHT IN WEIGHT WITH AN ABUNDANCE OF POWER; EXCEPTIONALLY WELL-PROPORTIONED, WELL BALANCED, IT ANSWERS ALL REQUIREMENTS FOR CITY USE AND TOURING WITH GREATER COMFORT AND ECONOMY THAN ANY OTHER TYPE OF CAR. LARGER CAPACITY MEANS LARGER SIZE; LARGER SIZE MEANS GREATER WEIGHT; GREATER WEIGHT MEANS HEAVIER EXPENSE. THESE THINGS THE KNOWING MOTORIST AVOIDS.

THE GREAT POPULARITY OF THE MARMON ON THE MAINLAND HAS PROVED THAT THE PUBLIC NEEDS AND APPRECIATES JUST SUCH A CAR—LARGE ENOUGH AND POWERFUL ENOUGH TO CARRY FIVE PASSENGERS OVER ANY KIND OF ROADS AND THROUGH ANY EMERGENCY, MADE AS WELL AS IT IS POSSIBLE TO MAKE ANY CAR, AND SOLD AT A PRICE COMMENSURATE WITH THE HIGH VALUE GIVEN.

THE CONSISTENT SUCCESS OF THE MARMON IN ROAD AND TRACK RACES, OF WHICH IT HOLDS MANY WORLD'S RECORDS, IN ROAD ENDURANCE CONTESTS AND IN HILL CLIMBING EVENTS, PROVES THE WORTH AND STABILITY OF THE CAR BEYOND QUESTION. MADE IN ONE FACTORY UNDER THE MOST CAREFUL SUPERVISION IN EVERY MINUTE DETAIL, THE MARMON IS A PRODUCT NOT EXCELLED AND RARELY EQUALLED IN AMERICA OR ABROAD.

A FREE DEMONSTRATION CHEERFULLY GIVEN.

## Royal Hawaiian Garage, Limited.

of notable performances in which Ray Haroun, Heinemann and Buck, with the invincible Dawson, hurled the Marmons to victory in many of the leading speed classics of the year on road and speedway.

During the season the Marmon cars have captured the 200-mile Cobe cup race, the 200-mile Wheeler and Schebler trophy race the 200-mile City of Atlanta Speedway trophy race, the 100-mile Remy Brassard race, the 100-mile Stock Chassis race at Los Angeles, Grand Prize race, the 100-mile Stock Chassis race at Los Angeles, the 169-mile Kane County-Elgin trophy race, second place in the Vanderbilt cup race by a margin of twenty five seconds, the 276.8 miles Savannah race, and a score or more or five ten, fifteen, twenty, twenty-five and thirty-mile competitions in various classes. In the free-for-all divisions the Marmon cars hold the marks all the way from fifty-five miles to and including 200 miles.

## FROM BOTH SIDES.

Among the recent visitors at the Chalmers plant were J. A. Blackledge and A. L. Pelton. Nothing very striking about the names in themselves but when the two gentlemen rode out to the Chalmers factory in the same motor car they represented two extreme parts of North America. Mr. Blackledge calls Mexico City his home while Mr. Pelton is a resident of Kentville, Nova Scotia.

## NEW HUDSONS FOR THE ASSOCIATED

Three Hudson roadsters arrived in the Sierra yesterday morning for the Associated Garage. These cars are ready for immediate delivery to the anxious purchasers, among whom are Mr. A. W. Van Valkenberg, of the B. F. Dillingham Company, and Mr. Moses, of Hilo, Hawaii.

These cars typify what all the manufacturers are striving for, namely: Refinement of detail rather than radical change.

The Hudson roadster has proved so worthy because of its reliability and stand-up qualities with hard usage that it has become almost the recognized standard for small cars for commercial uses; and the Hudson Motor Car Company has had to cancel orders for extra cars to agents who failed to recognize this point when sending in

their original season allotment specifications.

## Chalmers Coming.

Cable advised we received this week that three more Chalmers cars were on the way to the Associated Garage to order of local people. Their arrival will be awaited with interest.

## New Plant Complete.

The new vulcanizing plant of the Associated Garage is now complete and the factory experts who are employed are working at a terrific rate. The equipment and apparatus of this plant—to say nothing of the workmen, who are factory bred—make it the equal of any on the Pacific Coast in all but size. All kinds of casing and tube work and even rubber tiring and rubber mechanical goods can be turned out in factory style here.

## RECORD TOUR OF A HUPMOBILE CAR

"From Wamsutter to Granger, the worst section of the transcontinental trip is encountered over the Red Desert, and the terrible Bitter Creek sections," says the tour book of the Automobile Club of America. If that is true—and there seems to be no good reason to doubt it—the World-Touring Hupmobile has put the worst behind it, so far as the United States is concerned. For the Hupmobile traversed the state of Wyoming the third week of its journey from Detroit.

After leaving Denver the week's run was a continual battle in the bleak wilds of Wyoming—where for miles and miles the party traveled without sight of a human being or sign of human habitation.

On November 21, the Hupmobile climbed to an altitude of 8,500 feet, which is as high as it will have to ascend before reaching Frisco. In one hour that day, the car had a straight climb of 2,000 feet into the Rockies. The following day the car, having reached Laramie, Wyo., the previous night, made the up-grade run to Medicine Bow in the teeth of a 60-mile gale. On that day 70 miles were traversed without seeing a sign of a ranch house.

In Denver the tourists met several autoists who had covered portions of their route. "Take plenty of water and gasoline; some shovels to fill in bad gullies somewhat; and be ready

to pay as high as a dollar a gallon for gasoline," is part of the advice handed out.

By this time almost any kind of a town looks good to the tourists. There are open spaces through western Nebraska, Wyoming and Northern Colorado so open that a team met on the road is a surprise.

Vast stretches of land spread away as far as any eye can see, often without the sign of a house in any direction. At this time of the year much of the cattle shipping has been done, and even the sight of a herd seldom breaks the monotony.

Once the tourists, asking for directions, were told to go to the first tree and then turn to the left. That particular tree was just 9.7 miles away by the speedometer; and from all indications one could go as far again without seeing another.

But the automobile has made its way into the country. Machines are almost as numerous as wagons, and Hupmobiles are popular cars. They all know the world-car and there is a feeling of fraternity evident among "Hup" owners. A striking example of the popularity of the little car in the western country was at the little town of Eaton, Colo., where the tourists were met by a pilot from Denver. The stop was only for five minutes, but in that time the world tourists were greeted by more than half a dozen other "Hup" owners.

Going from Denver to Laramie through the mountains some hill climbing had to be done. At times deep gullies had to be rushed. It's a case of rushing these, or getting out the block and tackle. This handpower engine hasn't been used yet, for the globe-girdler has gone every foot of the way on its own power. But these gullies furnish a dangerous feature. It is a case of up one hill, down another, and then up again, with a sharp turn in between. A slip of the wheel at such a moment might mean a discontinuance of touring for the time at least.

So far there has not been a mishap. The tires still carry Detroit air, but the knuckles of the tourists are far from rapping on wood when they tell of those tires.

## RATE WAR THREATENED.

The advent of the big turbine liners Yale and Harvard in the coastwise service between San Francisco and Los Angeles, it is reported on good authority in shipping circles, will pre-

cipitate a rate war, which will be more bitter than any heretofore waged by Californian companies. With the announcement by Bennett and Goodall, who will operate the turbines, of the rates to be charged on the big steamers, shipping men say that should business fall off the rival companies will not hesitate in cutting rates down to the bottom. The manager of one of the concerns operating between San Francisco and Los Angeles said on December 2 that he would not be surprised if rates went down to \$1.

The Alaska Pacific Company, under a traffic arrangement with the Pacific Navigation Company, operators of the Yale and Harvard, will withdraw from the southern field. This company's steamers, Admiral, Sampson Buckman and Watson, will hereafter run only between Puget Sound ports and San Francisco, booking through passengers from the north.

The Yale and Harvard have been assigned berths at Pacific-street wharf, and in order to facilitate the transfer of passengers and baggage the Alaska-Pacific steamers will stop there on their way in from the north, proceeding later to the regular berth at Howard-street wharf.

The Pacific Navigation company announced on December 2 that the transportation rate on the Yale and Harvard will be \$8.35. Berths will cost from 50 cents to \$2, and single rooms \$3, \$4, \$6, and \$8. The \$6 and \$8 rooms will include private baths. Meals will be served a la carte.

The sailings from San Francisco will be every Monday, Wednesday, Thursday and Saturday. Leaving at 4 p. m., the steamers are scheduled to arrive at San Pedro at 10 o'clock the next morning, the run occupying eighteen hours. The steamers will leave the southern port on Sunday, Tuesday, Wednesday, and Friday of

each week at 4 p. m., arriving at Frisco at 9 o'clock the following morning.

The new service will be inaugurated with the sailing of the Harvard from San Pedro on December 16th. The Yale and Harvard are expected to arrive at San Pedro December 12th from New York.

With the approaching of December 19, Founder's Day at the Kamehameha Schools, elaborate plans are being prepared both by the alumni and faculty to make this the best Founder's Day in the history of the schools. This year the alumni and the alumnae of the Kamehameha Schools will have the opportunity of hearing President Perley L. Horne's annual report to the board of trustees. This evening, in the manual dining-room, at seven-thirty o'clock, is the time selected for the reading of this report.

## McChesney Coffee Co.

## The Cause of the Advance

The cause of the advance in green coffee in the markets of the world, is the decrease in the "World's Visible Supply." On October 1st last the visible supply was 14,250,584 bags, against 16,530,671 bags a year ago. This does not mean that there will not be enough of the delightful beverage to meet the demands of the coming year, but merely a little less of the big crops of previous years. Then the situation for the next crop is described as "serious," on account of continued drought in Brazil and "a marked difference in the appearance of the trees." Now you have the real cause of the advance; but don't get frightened and lay in a quantity beyond your needs. We shall have plenty of the Kona crop to meet your wants.

## OLD KONA OUR SPECIALTY

## McChesney Coffee Co.

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